

JOHN DE WILD
LIVE IN HONGKONG
AND SOUTH CHINA.
By the Rev. O. A.
BUNBURY, M.A.
To be had at the
"Crown" Office.
Part 1 and Part 2
Price \$1.00

The China Mail

ESTABLISHED 1845

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No. 16,193.

號一月四年五十五百九千一

HONGKONG, THURSDAY, APRIL 1, 1915.

卯乙未歲年四國民華中

PRICE, \$3.00 Per Month

A. S. WATSON & CO., LTD.

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ESTABLISHED 74 YEARS
Agents for
MESSRS. W. & A. GILBEY'S
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THE SOUTH AFRICAN REBELS

There can be no doubt about a German fear of a retreat through Belgium. Every possible and useful fortification has been repaired by those soldiers not at the front, and this accounts for a certain lack of activity which is only the calm before the storm. The concentration of troops before Ypres and along the Yser front is sure to be followed by a new attempt to break through. More than one German soldier whom I met guarding the frontier told me that the hope to break through is not at all given up.

But the Belgians and their Allies are more than ever prepared to receive them, by what I read in soldiers' letters. Lately the latest men of the Belgian army have been busy repairing the roads in expectation of the coming of new English troops, in order to enable the transport to pass. For this purpose stones from the ruins of Ypres have been employed to level the roads, some of which were not in a state to be used by any vehicle.

It is interesting to notice the difference between English and Belgian soldiers. They have proved to be equally brave, but while the Belgians calm, often he has a bitter look in his eyes, while the British "Tommy" never seems to lose his smile or his overbearing good humour. This has most encouraging effect on those who fight with him. A Belgian soldier would be the last to let such an encouragement pass. It is a soldier's duty to fight, and he will fight to the death. The Belgians feel that if they are to be the saviours of the world, and the executioners of the German army, they must be the last to let their true spirit be known.

The manager of the Newmarket railway is ordering the advisability, with the committee's sanction, of employing women as conductors in single-deck cars on certain routes. The necessity for some such expedient arises out of the scarcity of labour in the district.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your system is becoming weaker.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Price: \$1.25 and \$2.50

BUSINESS NOTICES

STEAM LAUNCH FOR SALE

Bolinder and Kelvin Motors
W. S. BAILEY & Co., Ltd.

ENGINEERS AND SHIPBUILDERS.
HONGKONG TURKISH BATH & TOILET CO., LTD.
NOW OPEN
LADIES DAYS MONDAYS AND TUESDAYS
CHARGES—
Turkish Bath \$3
Electric Bath 8
Complete Body Massage 2
Simple Bath 75 cts.

FOR MEDICAL BATH DOCTORS PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.
15-Queen's Road Central, Hongkong.

J. C. SOPIESS, Manager.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$3.00 per Share declared at today's Annual General Meeting will be payable at the HONGKONG & WHAMPOA DOCK CO. on and after THURSDAY, 1st APRIL, 1915, and Shareholders are requested to apply for Warrants at the Town Office of the Company, 2 Queen's Road Central, Hongkong.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Secretary.

Hongkong, March 31, 1915.

231

HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

THE SHAREHOLDERS' MEETING

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INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
etc., etc.,AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAUMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, March 10, 1915. Tel. 144.HAVE YOU USED
KAMINIA OIL?

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the
hair, for preventing its falling off, for restoring it to
its natural colour, for making it silky, pliant and
lustrous, and for keeping the brain cool and
refreshed. No other hair oil can approach it in
perfection. It has, besides, the most delicate and
charming perfume.

TEST IT FREE.

A sample phial will be sent free of
charge to all who write for it.Can be had from all Universal Providers and
other principal dealers in the Colony or from the
sole agent Choo Chuck Wan, No. 8, Yee Wo
Street, Hongkong.Sole Proprietors:—
KAMINIA PERFUMERY COMPANY,
Bombay, India.THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

INTIMATIONS

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMASUTA, SAYO,
SHINNEW and KAMIMADARA
Collieries.AGENTS for SAKITO & OYUBARI
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AGENCIES:

CHONGKING: Messrs Gearing &
Co.MANTLA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borden Co.,
Ltd.GLASGOW: Messrs A. R. BROWN,
McFarlane & Co., Ltd.

For particulars, apply to

E. KATO,
Manager,No. 2, Pedra Street,
Hongkong.

KOMOR & KOMOR

ART UNION EXHIBITION OF
WATERCOLOURS

Open from MONDAY, the 22nd of March.

Pictures by:—KATO, YOKOUCHI,
KAWAI, MORI, OKAWA, SASAKI,
H. YOSHIDA, etc., etc.All Pictures WARRANTED
to be Genuine.

An inspection is cordially invited.

KOMOR & KOMOR,
Alexandra Building.

Hongkong, March 22, 1915.

NOTICE.

We are prepared to deliver our

MILK & BUTTER

to any address in the City, East and

West Point, Quarry Bay, Kowloon

and Canton.

TWICE DAILY

Orders for Meats and all Dairy

Produce can be registered at our

Town Depot or at our branches at

the Peak, Quarry Bay, Kowloon

and Shamshu.

THE DAIRY FARM CO., LTD.

Hongkong, March 22, 1915.

88

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road

They
are
Delightfully
Mild
and
Aromatic.

\$1.50

a tin of

50

"Specials" Cigarettes.

ATHLETE'S DEATH AT
THE FRONT.

THE LATE KENNETH POWELL.

Few of the many British sportsmen

who have met a soldier's death will be

remembered more deeply than Kenneth

Powell, private in the H.A.C. His

father, Mr. James Powell, of Rugeley,

who was the athletic monitor of his son,

advised me that Kenneth died on Feb.

18, says a special correspondent in "The

Daily Telegraph" (London) of Feb.

27. He received a bullet wound after

leaving the trenches, and though being

three miles to the ambulance he succee-

ded in three hours. He was buried in a

small graveyard. A few of his com-

rades who could be spared from the firing

line were present. His captain is put-

ting up a small cross so that his friends

may some day pay homage to his tomb.

When the national call came, Ken-

neth Powell was among the first of the

prominent athletes to respond. He had

never done any soldiering before. In-

deed, barely a fortnight after enlisting

in the H.A.C. he found himself, thanks

to his sturdy physique and the selection

of his officers, who was at Rugby like

Powell, in training quarters at France.

By November he was under fire in

Flanders, and his letters home for the

next two months, which I have been

privileged to read, tell of the trials and

tribulations nobly faced by his company

during that momentous period. A glimpse

of his life in the mud-soaked trenches

may be given. Writing to his mother

on Dec. 13 he said:

On the 9th, at night, the fifty fittest

men in our company were required to

go to the support trenches. Of our

section only four were taken. Our

trench was a line of underground dug-

outs by a hedge about half a mile behind

our nearest first-line trenches, where

others of our battalion were stationed.

M. and I shared for three days a hole

8 ft long, 4 ft deep, 2 ft 6 in wide, with

tin of mud at the bottom, and a straw

cover which let in the rain. We had

to be facing each other, and I had the

outside seat on a dump board, with a

mattress sheet between me and the

elements. You can imagine the discom-

fort to two large men, especially to my

legs. We soon got covered in mud all

over. As soon as I could I went out

to get dry straw for the bottom, and was

successful, though there were some bul-

lets about. M. miraculously made a fire

in a brazier from time to time with box-

wood as fuel, and this helped us to keep

warm, with soup tablets and tea. We

both got soaked with the smoke. Once

a day, at dusk, I got relief by going to

get water from a neighbouring farm, but

the farm has been shelled to pieces now,

which is disgusting. My way to it led

by a dead cow and the remains of a

French soldier, and was all under the

fire of German bullets, which came over

our first line of trenches, and are de-

scribed as "strays," as they were not

aimed at anyone, though they hurt just

the same.

A humble record.

Though proficient at all games—he

won the racquets singles at Rugby; and

was captain of his school fifteen, be-

sides playing subsequently for the Har-

dington—Kenneth Powell gained chief dis-

tinction on the athletic track and the

hurdles court. Tall, slim, and sup-

ple-limbed he had the hurdler's legs, a

fine turn of speed, and superabundance

of stamina provided by clean living and

careful training. Honours came to him

thickly and quickly, although he never

talked about them. At Rugby he won

the athletic cup for the greatest number

of wins in school sports for three suc-

cessive years. He won the high jump

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THE FRONT.

THE LATE KENNETH POWELL.

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Flanders, and his letters home for the

next two months, which I have been

privileged to read, tell of the trials and

tribulations nobly faced by his company

during that momentous period. A glimpse

of his life in the mud-soaked trenches

may be given. Writing to his mother

on Dec. 13 he said:

On the 9th, at night, the fifty fittest

men in our company were required to

go to the support trenches. Of our

section only four were taken. Our

trench was a line of underground dug-

outs by a hedge about half a mile behind

our nearest first-line trenches, where

others of our battalion were stationed.

M. and I shared for three days a hole

8 ft long, 4 ft deep, 2 ft 6 in wide, with

tin of mud at the bottom, and a straw

cover which let in the rain. We had

to be facing each other, and I had the

outside seat on a dump board, with a

mattress sheet between me and the

elements. You can imagine the discom-

fort to two large men, especially to my

legs. We soon got covered in mud all

over. As soon as I could I went out

to get dry straw for the bottom, and was

successful, though there were some bul-

lets about. M. miraculously made a fire

in a brazier from time to time with box-

wood as fuel, and this helped us to keep

warm, with soup tablets and tea. We

both got soaked with the smoke. Once

a day, at dusk, I got relief by going to

get water from a neighbouring farm, but

the farm has been shelled to pieces now,

which is disgusting. My way to it led

by a dead cow and the remains of a

French soldier, and was all under the

fire of German bullets, which came over

our first line of trenches, and are de-

scribed as "strays," as they were not

aimed at anyone, though they hurt just

the same.

A humble record.

Though proficient at all games—he

won the racquets singles at Rugby; and

was captain of his school fifteen, be-

sides playing subsequently for the Har-

dington—Kenneth Powell gained chief dis-

tinction on the athletic track and the

hurdles court. Tall, slim, and sup-

ple-limbed he had the hurdler's legs, a

fine turn of speed, and superabundance

of stamina provided by clean living and

careful training. Honours came to him

thickly and quickly, although he never

talked about them. At Rugby he won

the athletic cup for the greatest number

of wins in school sports for three suc-

cessive years. He won the high jump

the hurdles at Cambridge in the

Freshmen's sports. He secured the

quarter-mile, and established a record in

the hurdles. At the University trial

sports he was bracketed first and re-

ceived his half-Blue. He was a full

Blue in 1907, and, as president, won the

hurdles against Oxford, with the record

time of 13.2.5sec. He again won the

inter-Varsity hurdles in 1908. Only bad

luck caused him defeat by an American

in the Olympic heat at the Stadium the

same year. He won the hurdles for the

I.A.A.U. against Cambridge for three years,

and represented his country in the

Olympic competition at Stockholm in

1912. During the last seven years he

took an active part in his father's busi-

ness in the City, so that his fitness in

these athletic competitions is a tribute

to his fine character and will power.

LAWN TENNIS FEATS.

Of his lawn tennis I can write from

personal experience. Though he never

gained championship honours, he was at

one time champion-elect, and but for

business ties, which restricted tourna-

ment play, he would probably have re-

alized expectations. Given his half-Blue

at Cambridge by A. F. Wilding (now

serving at the front with the Royal

Marines), he owes his development

largely to the sympathetic zeal of the

ex-champion, with whom he paired in

doubles, and with whom, except by the

Doherty brothers, he was never beaten

at Cambridge. But although Wilding

first brought Powell out, it was another

champion, Norman Brooks, upon whose

unconventional game, first revealed in

BY TELEGRAPH.

THE WAR

BOMBARDMENT OF THE DARDANELLES.

RUSSIANS ADVANCING IN THE CAUCASUS.

BRITISH STEAMERS' ADVENTURES WITH SUBMARINES.

SUCCESSFUL SOUTH AFRICAN OPERATIONS.

(Reuter's Service to the China Mail.)

ANOTHER VESSEL, ATTACKED.

SHELLED FOR AN HOUR AND A HALF.

London, Mar. 31, 4.30 p.m.
The Glasgow steamer "Clifton Bridge," which has arrived at Liverpool, met a German submarine off Bishop's Rock. By clever manoeuvring Capt. Fry, her commander, kept the German vessel astern, and prevented her discharging a torpedo, but she was shelled for an hour and a half. Shells smashed the boats, tore away plates and wrecked state-rooms. The Germans failed to hit the bridge, and none of the officers of the Clifton Bridge was hurt. Finally the submarine was obliged to give up the chase, the wind and sea being against it. Capt. Fry's escape was a splendid performance, as his is a comparatively slow vessel.

GERMAN SUBMARINE RAMMED BY A FRENCH WARSHIP.

London, Mar. 31, 5.20 p.m.
A Paris communique states that a French warship chased a German submarine off Dieppe. She shelled the periscope and afterwards rammed the submarine, which disappeared leaving a quantity of oil floating on the spot.

BOMBARDMENT OF THE DARDANELLES RESUMED.

London, Mar. 31, 1.40 p.m.
A telegram from Amsterdam says that despatches from Constantinople state that the Allies resumed the bombardment of the Dardanelles. At least fifteen houses were hit.

AUSTRALIA OFFERS ANOTHER CONTINGENT.

London, March 31, 9.25 p.m.
A telegram from Melbourne states that the Commonwealth Premier has offered another contingent for the front.

GERMAN LOSSES AT HARTMANNSWELERKOPF.

London, Mar. 31, 1.40 p.m.
It is officially announced in Paris that 700 German dead were counted at Hartmannswelkerkopf after the recent fighting.

GERMAN TROOPS PASSING EASTWARD.

London, Mar. 31, 1.40 p.m.
Many German troops have passed through Ghent, travelling eastward.

ON THE EASTERN FRONT.

RUSSIANS OCCUPY ARDIN.

London, Mar. 31, 1.40 p.m.
A communique issued at Petrograd states—The Russian campaign in the Carpathians is proceeding successfully. The Russians are advancing from Botocha along the Chokor River and also from Ardnamuch defeated the enemy and occupied the town of Artoin. Across the Chokor River the battle is proceeding on the left wing of the Sary-kampsh-region.

"NO CHANGE"

London, Mar. 31, 5.20 p.m.
A Paris communique states that there is no change to report.

"THE TRADE" ANXIOUS TO HELP THE GOVERNMENT.

London, March 31, 12.35 p.m.
Mr. Johnson, chairman of an Association representing 13,000 Metropolitan licensees, in an interview, said that for patriotic reasons license holders are willing to make any necessary sacrifices for the public good. Sir Thomas Dewar said that the Trade wants to help the Government in every way possible, and appreciates the great sacrifices which may be necessary.

BRITISH MERCANTILE MARINE SEEKING REVENGE.

London, March 31, 1.40 p.m.
The secretary of the Mercantile Marine Association in an interview said that the "Falaba" outrage has aroused the determination of the masters of the mercantile marine to avenge the death of Capt. Davis, and to demand to be supplied with guns to defend themselves.

A shipmaster writes that they are still appealing for arms, but their requests have hitherto been without result.

MR. BALFOUR ASSISTING AT THE ADMIRALTY.

London, March 31, 1.40 p.m.
The "Daily News and Leader" announces that Mr. Balfour has been given a room at the Admiralty.

AMERICAN PRESS ON GERMAN PIRACY.

London, March 31, 12.35 p.m.
The "New York Globe" expresses the opinion that the Algerine pirates are humane compared with the Germans.

The "New York Evening Sun" says that the German prowess is akin to that of Captain Kidd and others who flew the "Jolly Roger." Instead of terrifying the British, the Germans have provoked in them a burning resolution to force the war to an end which will be bitter for Germany.

The "New York Evening Post" expresses the view that it is difficult to match such wickedness in history.

BY TELEGRAPH.

CHASED FOR EIGHTEEN HOURS.

AN ADVENTURE WITH A SUBMARINE.

London, March 31, 1.40 p.m.
The steamer "Dunedin" has arrived in Dublin after having been chased for eighteen hours by the submarine which sank the "Falaba." The "Dunedin" had just started to rescue victims of the "Falaba" when the submarine started its pursuit.

SOUTH AFRICAN OPERATIONS.

German Camp Captured.

London, Mar. 31, 4.30 p.m.
A Capetown telegram says that the Fourth Mounted Brigade has captured a German camp at Platboom, fifty miles north of Umanas, with quantities of supplies, ammunition and live stock, as well as twelve prisoners. The Union casualties were one killed and two wounded, and the Germans four killed and six wounded.

JAPANESE MILITARY MISSION IN PARIS.

London, Mar. 31, 4.30 p.m.
Reuter's Paris correspondent states that the Japanese Military Mission has arrived at Havre. The members were received at the British base by the Commandant, and were visited by the Belgian Premier.

(Havas Service.)

Paris, Mar. 30.

French stock now stands at 72.85.
To-day the very effective range of our artillery drove the enemy away from Handicourt (north of St. Mihiel).

On Sunday last, President Poincaré visited the ground which had been conquered in Champagne and Argonne. He congratulated the troops on their success and found them in a very hearty and cheerful spirit, well-trained and confident of victory in the end.

Petrograd.—During the bombardment of the Bosphorus forts, a bomb exploded and destroyed a battery in Ebnar Fort. The garrison fled from the scene almost unharmed.

The French Senate passed a vote regarding advances to the amount of 1,350 millions of francs to be granted to Allied friendly countries, Serbia, Belgium, Greece and Montenegro.

(Continued on page 3.)

BRITISH INDUSTRIES FAIR.

War on German Trade.

LEIPZIG IN LONDON.

In our issue of Tuesday last we were the first to advise the Colony of the great industrial fair to be held in London at the Agricultural Hall and Olympia in March 1916. The London "Daily Telegraph" of Feb. 27 has the following on the subject:—
From the first weeks of the war our energetic efforts to secure for British capital and labour industries bitherto in German hands have been pressed on. The individuals concerned have found hearty encouragement and support from the Government. The Board of Trade arranged a series of "exchange meetings." In these British manufacturers could inspect samples of German and Austrian goods which have dominated or effectively competed with British products, and buyers who had hitherto derived their supplies from Germany and Austria could get into touch with manufacturers. It is, of course, well known that in some minor industries the two Powers held almost a monopoly.

The war upon trade had not proceeded far before the Board of Trade was advised that British manufacturers would be glad of an opportunity of displaying to buyers for the markets at home and abroad the goods which they are producing to compete with German and Austrian products. Both the industries which existed before the war and those which have sprung into life since saw great advantage in such an enterprise. In Germany, as in some other Continental countries, manufacturers have derived considerable advantages from the annual or more frequent trade fairs held at various commercial centres. Of these the most famous example is the Jubilate or Easter fair at Leipzig. To this buyers resort from all parts of the world. They are naturally eager for the chance of doing business simultaneously with manufacturers of any and every article in general use, and the fair itself the task of canvassing each industrial centre separately. The value of the market thus provided for German industry can hardly be exaggerated. Instead of receiving isolated individual orders, scattered at wide intervals over the year, the German manufacturer has booked a large number of separate orders at fixed periods. They have thus been able to estimate their requirements for these orders in finance and plant, and as a natural consequence to fix their competitive prices.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

THE FAIR AT LEIPZIG.

The fair at Leipzig has had many advantages. We may count first, immemorial custom. For 500 years it has been important. The central situation of the city is hardly less valuable. In the age of railway, as in the days of pack-horses, Leipzig is a nodal point for imperishable routes. The prestige of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the German book trade. It is one of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The fair in March lasts from the first Monday till the end of the following week. Its chief centre is the "Messplatz," once the Hall of the Foreign Cloth Merchants, and then for 100 years a famous concert-hall. Other halls, the Handelsplatz and Speck's Hof, are also crowded, but the fair overflows the walls of narrow streets and alleys and many covered courtyards which compose the inner town. Stalls spread from the shadow of the fine old

THE FORTY YEAR TEST.

An article must have exceptional merit to survive a period of forty years. Chamberlain's Cough Remedy was first offered to the public in 1872. From a small beginning it has grown in favour and popularity until it has attained a world wide reputation. You will find nothing better for a cough or cold. Try it and you will understand why it is a favorite after a period of more than forty years. Chamberlain's Cough Remedy not only gives relief, it cures. For sale by all Chemists and Storekeepers.

Gothic Rathaus along the Peter's Strasse and the Grimmische Strasse and every available yard between those picturesque gabled houses of Luther's day is packed with goods of all sorts, kinds and quantities, and a still more various crowd—Parthians and Medes and Elamites and the dwellers in Mesopotamia. The biblical phrase is almost literally true, for you could find even Chinese at the Jubilate Fair. There will not be many this year. The most important of the goods offered are pottery, glass, paper, leather, and articles in wood. Leipzig had, of course, a great trade in furs, and was an important wool market. But with those commodities we are not now concerned. The value of the sales at the Easter and Michaelmas fairs has been well over £10,000,000.

The governing principle of the British Industries Fair is that only British manufacturing firms will be allowed to exhibit. This, of course, includes the British scheme to secure for Germany and Austria the same opportunity to exhibit. No exhibitor may display articles other than those of his own manufacture, and included in the following trades:

Toy and games trade.
Furniture and china trade.
Glass trade.
Fancy goods trade.
Cutlery trade.
Electro-plate and silver trade.
Clock trade.
The trade in jewellery and in drapers' goods, including buttons, studs, push buttons, pins and needles.
Stationery and printing trades.

This limitation is in accordance with the purpose of the fair, to encourage those industries most affected by German competition. It is not, of course, to be inferred that all these trades stand in the same relation to Germany and Austria. For example, while the toy industry has been almost entirely in German hands, the leather class of cutlery and electro-plate is almost exclusively British. But in some departments or another, all the trades included have been suffering from German competition, or have been altogether in German hands. Possibly it may be noted that an industry keenly competitive with Germany is omitted. But the reasons will be found good and sufficient. Makers of cancelled frontiers, for example, had to face before the war sharp German competition. Now the demands of the War Office are so great that they have no occasion to seek fresh orders. The Board of Trade are making every endeavour to secure the attendance of buyers for the home and overseas markets. It is understood that many of those from neutral countries who commonly attend the Leipzig Fair will be seen in London in May.

TRIAL OF DE WET.

Plot to Create a German Republic.

Bloemfontein, Feb. 18.

At yesterday's hearing of the case against Christian De Wet, Mr. Joubert gave evidence of how De Wet reported the result of an interview which he had had with General Hertzog. It appeared that General Hertzog had written to ex-President Steyn urging him to use his influence to prevent a rebellion, and Mr. Steyn had appointed General Hertzog to go and see De Wet. A proposal from General Botha was conveyed to De Wet that he should go to Pretoria under a safe conduct to negotiate with the Government. This De Wet declined, and his reply to General Hertzog was that General Botha must resign and agree to the proclamation of a Republic.

An Exchange message adds that other evidence showed that in an engagement between loyal burghers and De Wet's force at Doornburg De Wet ordered the storming of the Loyalist position, but ordered his men not to load their rifles. Apparently he had no wish to kill.

A young Russian girl named Alexandra Panko who volunteered for service in the army, has arrived at Kieff. She served in the same company as her brothers, and took part in many battles. During one bayonet attack she killed three Austrian soldiers, and was wounded. One of her brothers was killed before her eyes, and subsequently the girl suffered from hallucinations and was removed to Kieff.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ROYAL GEOGRAPHICAL SECRETARYSHIP.

London, March 31, 12.35 p.m.
Mr. John Scott Keltie, F.R.G.S., F.S.S., LL.D. (St Andrews) has resigned the secretaryship of the Royal Geographical Society, a post which he has held since 1892. Mr. Arthur Robert Hinks, M.A., the assistant secretary, has been appointed to succeed him. Mr. Hinks has been Graham Lecturer in Astronomy since 1913.

AN ELLERMAN LINER SUNK.

London, March 31, 2.15 p.m.
The Ellerman liner Flaminian, proceeding from Glasgow to Capetown with a general cargo, sank off the Solly Islands.

The Danish steamer "Finlandia" rescued the crew of thirty-nine and landed them at Holy head.
The Flaminian carried no passengers.

LONDON MARKET PRICES.

London, Mar. 31, 7.20 p.m.
Tallow 44, 43; Copper 694; Rubber 2/3; Linseed (Argentine) 45/3; 45/6; May and June paid (Bombay) 50/3; sellers; Yams 15/9; (value) Linseed 50/2 April and May (buyers) Oil 304 paid; Tea 31, 600, price 1140. Ceylon 15,600, 1134. Peaches 104. Coconut oil (Ceylon) 457.

OBITUARY.

London, Mar. 31, 12.35 p.m.
The death is announced of Henry George Keent, the Anglo-Indian historian.

LORD ROTHSCHILD.

London, Mar. 31.
The death is announced of Lord Rothschild, the great financier, who recently underwent a serious operation.

The first Baron Rothschild (created 1847) (G.C.V.O., Hon. LL.D. Camb.), was born in Piccadilly, on Nov. 8, 1840, the son of Baron Lionel Nathan de Rothschild, of Gunnersbury Park, Middlesex, and Charlotte, daughter of Baron Charles de Rothschild, of Naples. He succeeded his uncle in the baronetcy in 1876 and his father, as an Austrian Baron, in 1879. He married in 1867 Emma Louisa, daughter of Baron Charles de Rothschild of Frankfurt. Educated at Trinity College, Cambridge; Liberal M.P. for Aylesbury, 1865-66; Lord-Lieut. of Buckinghamshire since 1880; a Lieutenant of the City of London; Master of Staghounds; owned about 10,000 acres. Hon. Sir, Hon. Lionel W. Rothschild.—[Ed.]

(Wah Tse Yat Po's Service.)

PRESIDENTIAL MANDATES.

PEKING, March 31.

The Government has instructed the Provinces to investigate and report regarding the number of troops obtainable by conscription and as to the number of literate troops.

Another mandate, at considerable length, warns the officials against laziness, favouritism, extravagance, and gambling.

A third mandate deals with the Water Police system.

KIMBERLEY DEFENDER.

Siege Helikons Left by General Kekewich.

Major-General Robert George Kekewich C.B., the famous defender of Kimberley, who died on Nov. 6, aged 60, left unsettled property value £25,000.

He left the following articles to devolve as heirlooms with the Kekewich settled estates:

The photograph in silver frame of Queen Victoria signed by her Feb. 15, 1900 (the day of the relief of Kimberley), and presented by her to him.

The Swords of Honour presented to him by the inhabitants of Kimberley and the County of Devon.

The model of a gun-carriage and gun in jade stone, presented to him after the siege of Kimberley by the inhabitants of South Canterbury, New Zealand.

The two diamonds and the gold cigarette case presented to him by the women of Kimberley.

Tristchko hated John Stuart Mill. Mill's "Liberty" was a red rag to him. He saw that Mill's belief in freedom for the individual, in variety of associations within the State, in deliberate abstention from Government interference with opinion, was the flat opposite of his own conviction. Yet Mill's political conceptions, says the "Manchester Guardian," have made modern England and the British Empire of to-day. Tristchko's have helped in making the modern German Empire, and have kept open the wound between Germany and France. The rival theories of Mill and Tristchko are arrayed against one another on a colossal scale in the present war.

To-day's Advertisements

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

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THEATRE ROYAL

FOR A SHORT SEASON ONLY

Messrs. CHARLES HOWITT & A. PHILLIPS

WITH THEIR POWERFUL COMPANY WILL PRESENT THE
LATEST AND GREATEST OF LONDON SUCCESSES
Commencing 10th April.

SATURDAY, 10th April	The Play that ran for 697 Nights at the Royal Theatre, LONDON "MILESTONES"
MONDAY, 12th April	The Scrambling Farce Comedy "WHEN KNIGHTS WERE BOLD"
TUESDAY, 13th April	THE CHARMING COMEDY "Mrs. DOT" (SOMERSET MAUDSLAY)
WEDNESDAY, 14th April	Direct from Wyndham's Theatre, LONDON "DIPLOMACY"
THURSDAY, 15th April	The Delightful Crackpot Comedy "RAFFLES" (Title Role - CHARLES HOWITT)
FRIDAY, 16th April	The World Famous Farce Comedy "WHAT THE BUTLER SAW" By JUDIE PARRY.

PRICES ... \$3.00, \$2.00 & \$1.00

Commencing at 9.15 p.m. Sharp.

BOOKING AT MOUTRIE'S.

Hongkong, 1st April, 1915.

NOTICE.

THE HONGKONG JOCKEY CLUB
have this day acquired the business of Kennedy's Horse Repository and are prepared to take ponies on livery, etc., either from Members or otherwise.
Mr. R. F. SOULE has been appointed Manager.

LINSTEAD & DAVIS,
For THE HONGKONG JOCKEY CLUB.
Hongkong, April 1, 1915. 302

NOTICE.

WE HAVE This Day authorized Mr. ARTHUR VIVIAN HOGG and Mr. JOHN HENRY BRISTOL to Sign our Firm per Procuration until further Notice.

REISS & Co.
Hongkong, 1st April, 1915. 302

FOR a good solid meal, a la carte or Table d'Hôte, with Wines & Liquors of the best, ALEXANDRA CAFE.

(Continued on page 8.)

A Kingly Drink with a Kingly Title.



"King George IV"
Scotch Whisky

THE DISTILLERS COMPANY, LTD.,
Largest Scotch Whisky Distillers in the World.
GLASGOW, SCOTLAND.

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Hongkong.
TEL. No. 2138.

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NAGASAKI AND YOKOHAMA.	Capt. J. GARDNER, R.N.R.	Daylight 3rd April.	Freight and Passage.
SHANGHAI.	Capt. G. W. COCKMAN, R.N.R.	About 9th April.	Freight and Passage.
LONDON, via SUEZ, PANAMA, or COLON.	Capt. A. L. VALENTINI.	Noon 10th April.	See Special Advert.
LONDON via SUEZ, PANAMA, or COLON, PORT SAID & MALAKA.	Capt. D. ASHLEY.	10 a.m. 28th April.	Freight and Passage.

Subject to immediate alteration without Notice.

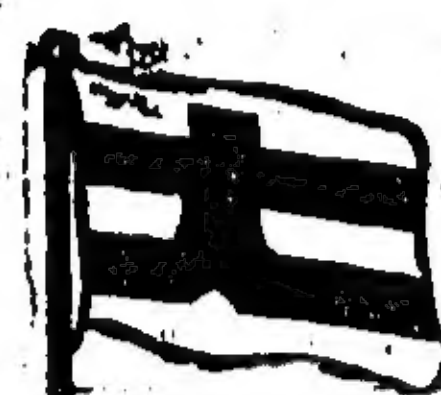
All the above steamers are fitted with Wireless Telegraphy

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE &
ST. PAUL RAILWAY

For VICTORIA, B.C. and TACOMA via SHANGHAI,
NAGASAKI, KOBÉ, YOKKAICHI and YOKOHAMA.

S.S. 'TACOMA MARU' Capt. T. Hamada, Friday, 23rd April at 5 p.m.
S.S. 'PANAMA MARU' Capt. J. Kano, Monday, 26th April at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with
the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORTSWORTH, HAMBURG,
PENANG and COLOMBO.

S.S. 'TAMU' and KEELUNG via SWATOW and AMOY.
S.S. 'DAIJIN MARU' Capt. K. Murakami, Sunday, 4th April at Noon.
S.S. 'KALIO MARU' Capt. Y. Yamamoto, Sunday, 11th April at 2 p.m.

For TAKOW via SWATOW and AMOY.

S.S. 'SOSHU MARU' Capt. A. Kobayashi, Sunday, 4th April, at 10 a.m.

FOR HAIPHONG (DIRECT).

S.S. KEIJO MARU Captain Imamura, leaving on TUESDAY
the 6th April at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first
class passengers and are fitted with Electric Light and Fans. These Steamers will
arrive at and depart from the Sun Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

Y. ASAI, Manager,

Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICEMAIL
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th March.	20th April, at 11 a.m.
EASTERN	22nd April.	13th May, at 11 a.m.
ALDENHAM	30th April.	21st May, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply

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NATAL LINE OF STEAMERS

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Proposed sailings from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
UMARIA	3rd April.	A Natal Line Steamer	Beginning of May.
ITOLA	20th April.		

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REGULAR SAILINGS via PORTS and SUEZ CANAL
(With liberty to call at the Malabar Coast).

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Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For Moji & Kobe, 10th April.
For Freight or Passage apply to
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OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.	MANCHURIA 27000 tons	MANCHURIA 27000 tons
MONGOLIA 27000 tons	KOREA 18000 tons	SIBERIA 18000 tons
CHINA 18000 tons	PERSIA 8000 tons	NILE 10000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MANCHURIA	Sailing Tuesday,	6th April 1 p.m.
S.S. MONGOLIA	Tuesday,	13th May 1 p.m.
S.S. PERSIA	Tuesday,	18th May Noon.
S.S. KOREA	Wednesday,	26th May 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of
the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous
chef. Large staterooms, equipped with electric fans, and running water. Berths
equipped with electric reading lamps. Numerous amusements—billiard water swimming,
tank, picture orchestra, deck games, chess, etc.—and a full complement of the ship.
The Safety and Comfort of Passage is our first consideration.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 111

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu,
Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

TENYO MARU 22,000-21 knots, Tues., 13th April at Noon.

SHINYO MARU 22,000-18 knots, Tues., 27th April at 10.30 a.m.

SHINYO MARU 22,000-21 knots, Tues., 11th May at Noon.

CHIYO MARU 22,000-21 knots, Tues., 8th June at Noon.

* Via MANILA, Omitting Shanghai.

PASSENGER RATES to London: £71-10. Return (6 months) £120.

" " " New York: £80. " " " San Francisco: £88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo,
Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

SEIYO MARU 14,000-15 knots, Tuesday, 11th May.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATES

MARSHALLS & LONDON

Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID

VICTORIA, B.C. & SEATTLE

Via SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA

SYDNEY and MELBOURNE

Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

BOMBAY via SINGAPORE, KIRIN MARU, MALACCA and COLOMBO

CALCUTTA via SINGAPORE, SHAKATA MARU, PENANG and RANGOON

NAGASAKI, KOBÉ & YOKOHAMA

SHANGHAI, KOBÉ & YOKOHAMA

MOJI & KOBÉ

SHANGHAI, KOBÉ & YOKOHAMA

YOKOHAMA

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers. Displacement. Leave Hongkong.

ATSUTA MARU 18,000 tons Saturday, 10th April.

YASAKA MARU 25,000 tons Thursday, 22nd April.

MIYASAKI MARU 18,000 tons Thursday, 6th May.

KITANO MARU 18,000 tons Thursday, 20th May.

FUSHIMI MARU 25,000 tons Thursday, 3rd June.

HIRANO MARU 18,000 tons Thursday, 17th June.

FOR AMERICA.

TAMBA MARU 15,500 tons Tuesday, 6th April.

YOKOHAMA MARU 15,500 tons Thursday, 12th April.

SADO MARU 15,500 tons Thursday, 4th May.

ATA MARU 15,500 tons Tuesday, 18th May.

SHIDZUKA MARU 15,500 tons Thursday, 27th May.

KUSUMOTO, Manager.

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
WEIHAIWEI, CHEFOO & TIENSIN.	KANCHOW	April 2, at Noon.
SHANGHAI	KANCHOW	April 3, Daylight.
HOHOW & HAIPHONG	KANCHOW	April 3, at 11 a.m.
SHANGHAI	KANCHOW	April 4, Daylight.
SHANGHAI	KANCHOW	April 6, at 4 p.m.
MANILA, CEBU & HIOLO	KANCHOW	April 6, at 4 p.m.
HOHOW & PAKHOI	KANCHOW	April 7, at 10 a.m.
MANILA, CEBU & HIOLO	KANCHOW	April 13, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

MANILA LINE. Twin Screw Steamers 'Chinhu', 'Taming', & 'Tean'.
Excellent Saloon accommodation, midships. Electric Fans fitted. Extra state-rooms
on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenah' and the s.s. 'Kanchow', 'Lanchow', and 'Yingchow', having excellent
accommodation with Electric Light throughout and Electric Fans in the State-rooms
and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and
Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 26.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	To SAIL
SHANGHAI via SWATOW	CHOYSEANG	FRIDAY, April 2, Daylight.
MANILA	YUENSANG	SATURDAY, April 3, at 5 p.m.
SHANGHAI	ONSANG	WEDNESDAY, April 7, Daylight.
BANDAKAN	HINSANG	THURSDAY, April 8, at Noon.
YOKOHAMA KOBÉ & MOJI	FOKSEANG	MONDAY, April 12, at Noon.

RETURN TOUS TO JAPAN.

THE steamers Kungang, Namung & Fookang leave about every 3 weeks for Shang-
hai and Japan returning via Kobo (Inland Sea) and Moji to Hongkong. Time
occupied 20 days. This service is supplemented by the Yachung, Kungang
and Gungang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.

* Daily qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin,
Dinky, Weihaiwei.

† Taking Cargo on through Bills of Lading to Kandat, Lahad Dato, Semporna,
Tawau, Kudat, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo, at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON	'CARNARVONSHIRE'	11th April.
LONDON	'MONMOUTHSHIRE'	6th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub. No. 2.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. SANGOLA, 5,124 tons, Capt. Milne, s.s.a. will be despatched for
SHANGHAI, MIKE, VLADIVOSTOK, YOKOHAMA, KOBÉ & MOJI on
2nd April.

WESTWARD.

S.S. UMARIA, 5,317 tons, Capt. E. D. Pratt, will be despatched for
HONGKONG, PENANG, RANGOON & CALCUTTA on 3rd April.

S.S. ITOLA, 5,257 tons, Capt. Egler, will be despatched as above
on 20th April.

The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship ORIENTAL, Captain
A. L. VALENTINI, carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, on SATURDAY,
the 10th April, at Noon, taking
Passengers and Cargo for the above
ports in connection with the Company's
Steamship Mails from Colombo. Pass-
engers' accommodation in which vessel is
secured before departure from Hongkong.
Suez and Valparaiso. The cargo for
Italy, France, and London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceeding
direct to Marseilles and London. Other
Cargo for London etc., will be conveyed
via Bombay and transhipped to the
s.s. India due in London on 20th
May, 1915.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, March 26, 1915.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG,
SINGAPORE AND SAIGON.

THE Steamship Sango, Consignees of
Cargo are hereby informed that all
Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and London
Wharf and Godown Company, Limited,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 5th
April, will be subject to sale.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, March 31, 1915.

AGENTS:

LONDON:—F. ALLEN, 11 & 9 Clement's
Lane, Lombard Street, E.C. 3. B. Rogers
& Co., Ltd., 105 Queen's Road, Victoria
St. CLARKE, SON & PEARCE, 55 Grace-
church St., E.C. 4. STEWART & CO., Ltd.,
20 Cornhill, London & GOREAU, 15 St.
Bride St., E.C. 4. BOWEN WATSON, 160
East Street, C. MITCHELL & Co., 80
Rue, Hobsen, Victoria, E.C. 4. J.
KENTON & Co., 3, Whitefriars St.,
E.C. 4. MITCHELL & CHOWELL, Ltd., 10,
11, 12 New Bridge St., E.C. 4.

SCOTLAND:—F. L. S. S. 8 North
St. David Street, Edinburgh.

PARIS AND EUROPE, MATHEW WELLS
& Co., 18 Rue de la Grange, Baille
Paris.

NEW YORK:—T. B. BROWN, Ltd.,
Edison Hall, West 43rd Street, New
York City.
THE CHINESE EXCHANGE OFFICE, 52
Wing Lok Street.

SAN FRANCISCO and American Ports
generally:—BAX & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GORDON, Mel-
bourne and Sydney.

CEYLON:—W. M. SMITH & Co., The
APOTHECARIAN CO., Colombo.

PHILIPPINE ISLANDS:—A. S. WAT-

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS AND FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to Colombo	Leave Yokohama	Leave Colombo	Leave Suez	Leave Aden	Due at London	Due at Yokohama
Yokohama	Colombo	Mar. 28	Apr. 10	Apr. 23	May 6	May 14	May 28
Colombo	Yokohama	Apr. 19	May 3	May 17	May 31	June 11	June 25
Yokohama	Colombo	May 10	May 24	May 38	June 1	June 11	June 25
Colombo	Yokohama	May 21	May 35	May 49	June 2	June 12	June 26

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON	5th SALOON	6th SALOON	7th SALOON	8th SALOON	9th SALOON	10th SALOON
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5
250	150	100	75	50	35	25	15	10	5

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leave Yokohama	Leave Colombo	Leave Suez	Leave Aden	Due at London	Due at Yokohama
Yokohama	Mar. 28	Apr. 10	Apr. 23	May 6	May 14	May 28
Colombo	Apr. 19	May 3	May 17	May 31	June 11	June 25
Yokohama	May 10	May 24	May 38	June 1	June 11	June 25
Colombo	May 21	May 35	May 49	June 2	June 12	June 26

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON 250 SINGLE 275 RETURN.

2nd SALOON 150 SINGLE 175 RETURN.

3rd SALOON 100 SINGLE 125 RETURN.

4th SALOON 75 SINGLE 95 RETURN.

5th SALOON 50 SINGLE 65 RETURN.

6th SALOON 35 SINGLE 45 RETURN.

7th SALOON 25 SINGLE 35 RETURN.

8th SALOON 15 SINGLE 25 RETURN.

9th SALOON 10 SINGLE 15 RETURN.

10th SALOON 5 SINGLE 8 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,

Superintendent.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong:	From Colombo:
30th March. Connecting with "SURAT"	20th April.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" 15th June.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL.

FOR

MARSEILLES & LONDON....."KALOMO".....On 10th May.

MARSEILLES & LONDON....."CITY OF NEWCASTLE".....On 20th May.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.,

General Agents.

OAKLEY'S WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING CUTLERY

KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKLEY & SONS LIMITED

BLACK LEAD MILLS, LONDON.

JOHN OAKLEY & SONS, LIMITED, "Wellington Mills," LONDON.

SHIPPING

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA,"
CAPACITY 30,000 Tons. 20,715 Tons Gross Register. LENGTH 530 Feet.
DRAUGHT 24 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 27th March, at Noon.

FOR SEATTLE VIA MANILA, NAGASAKI, INLAND SEA, KORE & YOKOHAMA.

From	To	Fare
Hongkong	Manila	£ 32
Manila	Seattle	£ 54
Seattle	Hongkong	£ 54
Hongkong	Seattle	£ 86
Seattle	Hongkong	£ 86
Hongkong	Manila	£ 32
Manila	Seattle	£ 54
Seattle	Hongkong	£ 54
Hongkong	Seattle	£ 86
Seattle	Hongkong	£ 86

Reduced rates in all Ports in the United States, Canada, and Europe.

Luggage Passengers Accommodation—Singles and State-rooms (all Outside rooms), Mess room, Library, Smoking room, Restaurant, Laundry, Telephone, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Princes Building.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrives Hongkong	Leaves Hongkong for
"CHANGSHA"	March 28th	April 10th
"TAIYUAN"	April 19th	May 2nd

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephones No. 36.

Hongkong, March 29, 1915.

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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

RESERVE FUNDS.....\$15,000,000

SHEARING.....\$15,000,000

RESERVE FUNDS.....\$15,000,000

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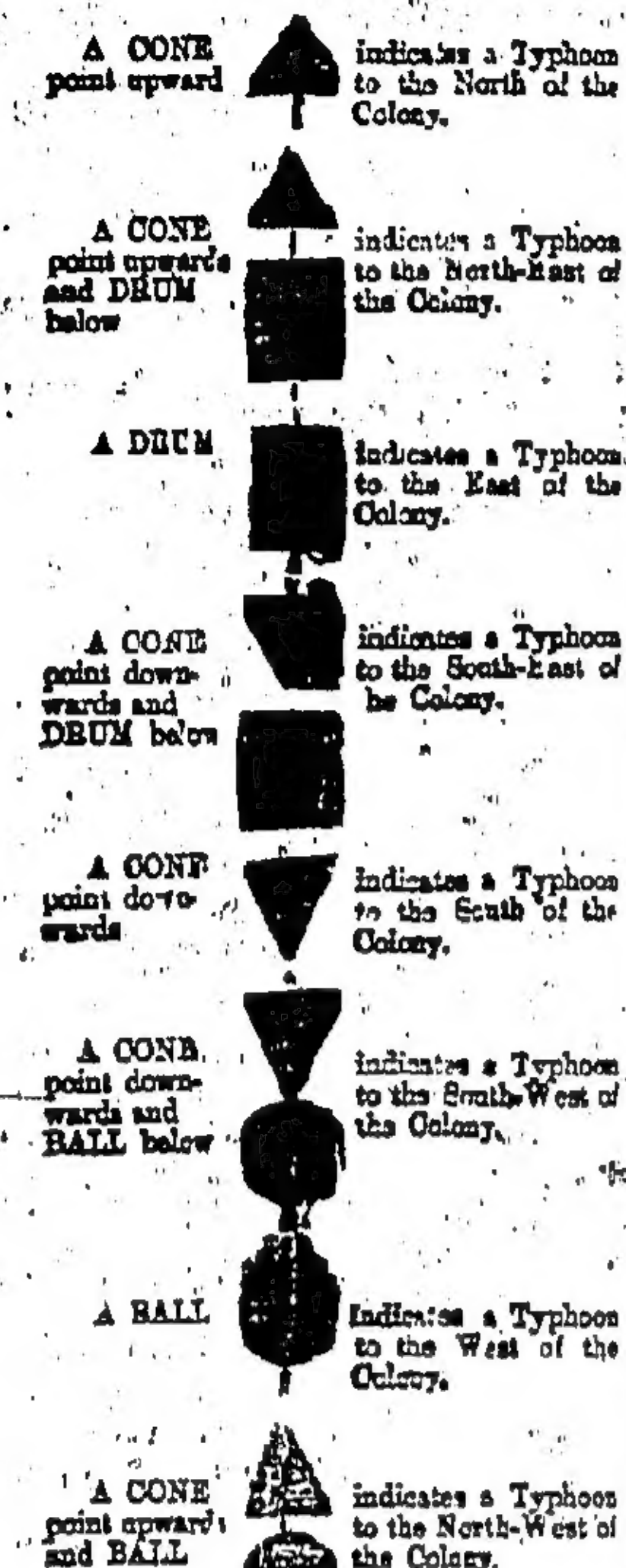
RESERVE FUNDS.....\$15,000,000

RESERVE FUNDS.....\$15,000,000

TYPHOON SIGNALS

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and hoisted on the Mainland on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyseum.



Red Signals indicate that the centre is believed to be more than 200 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 200 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made of the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

MIST SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 200 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 200 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. II Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gay Rock, Aberdeen, Waglan, Sau Ki Wan, Stanley, Sai Kung, Cape Collinson, She Tai Koh, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signal from the Light House.

O. W. JEFFRIES, Director.

STEAMERS EXPECTED.

The T. K. K. a.s. Tenyo Maru which sailed from San Francisco on the 6th March, is expected to arrive at this port via Honolulu, Japan Ports and Shanghai on Friday, the 2nd April, at about 8 a.m.

Other Vessels.

The Barber Line a.s. Botton Castle left New York for Hongkong via Panama Canal on the 25th January, and is expected to arrive here about the beginning of April.

The Indo-China S. N. Co. Ltd.'s a.s. On-ang left Calcutta on the 20th March, and is due on the 6th April.

The Indo-China S. N. Co. Ltd.'s a.s. Foot-long left Calcutta on the 23rd March, and is due here on the 8th April.

The Shiro Line Ltd.'s a.s. Cornwallshire, from Japan, is due Hongkong on the 13th April.

The E. & A. a.s. Eastern left Sydney for this port on the 25th March, and may be expected to arrive here on or about the 10th April.

The Australian Oriental Line a.s. Taiyuan left Sydney for Hongkong via Australia and Philippine Ports on 25th March, and may be expected to arrive here on or about the 10th April.

The Shiro Line Ltd.'s a.s. Cornwallshire, from London, is due Hongkong on the 30th May.

The Shiro Line Ltd.'s a.s. Cornwallshire, from London, is due Hongkong on the 1st May.

Latest Arrivals.

The C. P. R. Co.'s a.s. Monteville left Vancouver on the 23rd March, a.m.

THE 'CHINA MAIL'.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

'Rate of subscription to "China Mail" is \$3 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Page 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5, 6, and 8 should be sent to the Office, not later than 11.30 a.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and notices which are not ordered to be inserted will be continued until discontinued.

Telegraphic Address: "China Mail," Hongkong. Cables: "China Mail," Ltd., London.

The CHINA MAIL, LIMITED.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

APRIL 1, 1915.—a.m.

Station.	Hour.	Temperature.	Humidity.	Wind.	Weather.
Victoria	7.00	60.1	74	SE 1	0
Nemuro	6.00	50.1	74	SE 1	0
Sakodate	6.00	50.1	74	SE 1	0
Tokyo	6.00	50.1	74	SE 1	0
Nagasaki	6.00	50.1	74	SE 1	0
Yokohama	6.00	50.1	74	SE 1	0
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